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COUNTRY USSR (Primorskiy Kray)

REPORT

SUBJECT 1. Port Building Program at Nakhodka
2. Submarines at Nakhodka
3. Jet Air Base at Nakhodka

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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construction and expansion program of the port of Nakhodka and on the sighting of Soviet naval vessels in the port area

The report includes mention of a jet air base in the vicinity of Nakhodka.

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There are no obvious cable connections between this installation and any adjoining buildings.

3. DE-FORESTATION AROUND MAIN LANDING AREA

a) NORTH of Main East West runway

Extensive tree felling is still taking place in the forest belt adjoining the NORTHERN side of the runway. This tree clearing scheme appears to be confined to the area due EAST of the former GROSS DOELIN/VITTMANNSDORF road, and extends as far as the GROSS GOLLEN See, with the exception of a small triangular strip located approx. in Jagens 213 (overlay at Appendix "C" shows full extent of de-forestation to date). With the exception of a narrow screening belt around the 3 signals buildings located in Jagens 216 and 217, the entire woodland has been cut back to a depth of over 1000 metres. It is now possible to stand in the NORTH EAST corner of the airfield and see right through to the village of VITTMANNSDORF.

The tree felling is being undertaken by SAF personnel, but no attempt has been made at removing roots or levelling or otherwise preparing of the ground.

b) NORTH SOUTH taxiway

The strip approx. 25 to 30 metres in width adjoining each side of the entire length of this taxiway has now been completed, and the ground cleared of roots and levelled over. From the rolling and preparation of the surface with a layer of top soil, it would appear that it is intended to grass over both strips at a later date.

4. MISCELLANEOUS INFORMATION ON NO. 2 STORAGE INSTALLATION

The extension and development of this site is progressing, and trees are still being felled in Jagens 133 and 134. Although excavating is taking place, it was impossible to approach close enough to obtain any details, but extensive surface pegging out tends to indicate the preparation for the laying down of a series of roads.

A new rail bed leads off approx. at right angles to the existing rail spur, and extends WESTWARDS from a point approx. midway down Jagens 133 for a length of approx. 200 metres.

Local residents have referred to the site as a new fuel storage depot, but no tanks of any description or dumps of metal sheeting are visible. From the roadway, several stacks of metal pipes can be observed adjoining the NORTHERN edge of the site near the original rail spur. These pipes have a diameter of approx. 15 cm and an approx. length of 3 metres. In the vicinity, there are also numerous dumps of building bricks of the normal domestic type.

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APPENDICES

Attached at Appendix "A" is a rough sketch plan showing features of the concrete apron and associated buildings located in Jagen 196.

Attached at Appendix "B" is a rough sketch plan showing the relative position and features of an unidentified radio array adjoining the inner marker beacon in the EASTERN runway approach funnel.

Attached at Appendix "C" is an overlay taken from local 1:25000 map showing extent of de-forestation around the airfield.

1. CONCRETE APRON LOCATED IN JAGEN 196

There are 2 extensive buildings under construction, one adjoining each end of this concrete apron (see plan at Appendix "A").

Adjoining the NORTHERN side of the apron is a single storied brick building measuring approx. 45 metres x 12 metres and having a large door approx. $2\frac{1}{2}$ metres square on its SOUTHERN side facing the apron. There is a uniform gap of approx. 2 - $2\frac{1}{2}$ metres between the edge of the apron and the building, this gap consisting of rough sand.

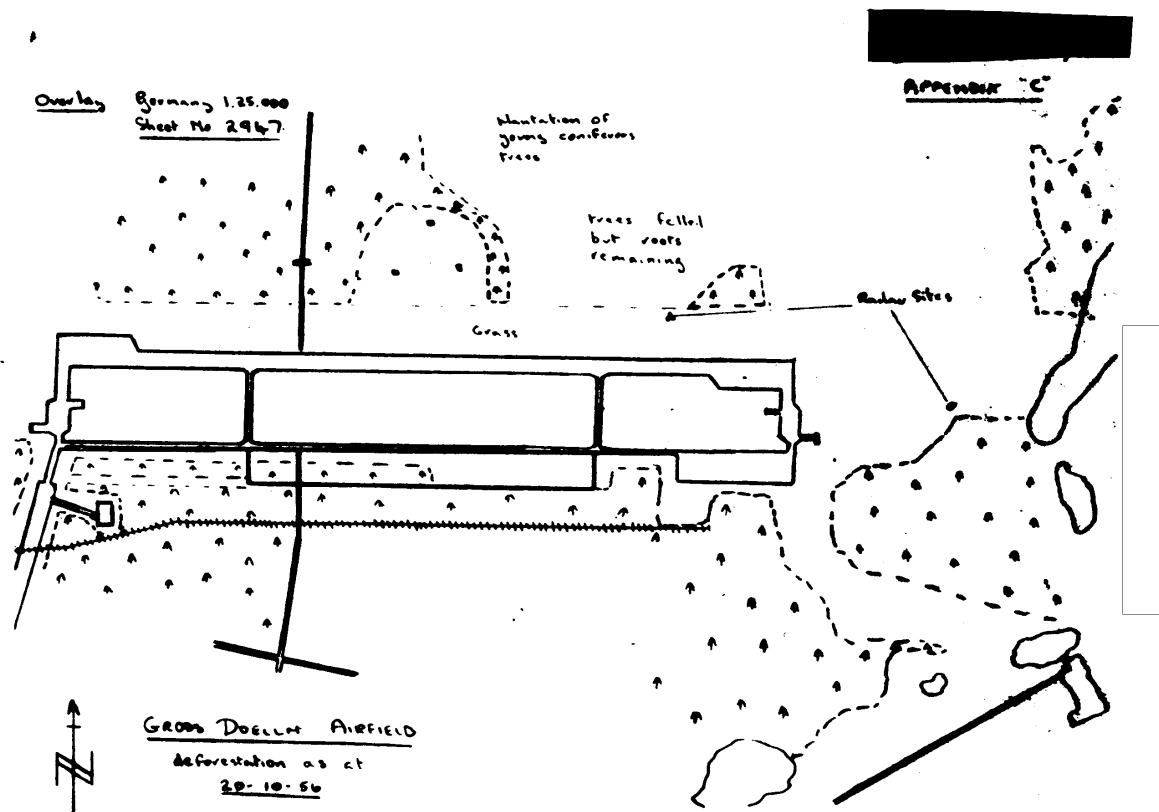
A smaller, hollow "hangar" type building is under construction in the cleared and levelled area contained between the SOUTHERN end of the apron and the nearby airfield rail spur (see building B of Appendix "A"). To date a concrete base measuring 35 metres x 25 metres has been laid down, and around its edge an unusually heavy low wall has been constructed. This wall is of reinforced concrete approx. 50 cm in thickness, tapering off to a thickness of approx. 20 - 25 cm. Approx. every 5 metres around the outside, there is a solid wedge shaped buttress approx. 30 cm square at its base and tapering off to a height of approx. 25 metres. To date, this 'hangar' wall has a uniform height of approx. 50 to 60 metres, with an opening of approx. 25 metres on the NORTHERN side leading directly on to the concrete apron, (see sketch at Appendix "A"). It could not be positively ascertained whether there were any gaps in the wall adjacent to the buttresses to allow the introduction of steel-work or other frames, and no girders or steel-work of any description was observed on or in the vicinity of the site. The lower (SOUTHERN) wall is continuous and lies approx. 4 - 6 metres back from the rail spur. There are no signs of any unloading ramp, or of a new rail spur leading on to the apron.

2. UNKNOWN RADIO ARRAY IN EASTERN RUNWAY APPROACH FUNNEL

[redacted] approx. 30 to 35 metres due EAST of the brick building on the site of the inner marker beacon, there is a concrete base measuring approx. 2.5 metres x 1.2 metres. Secured in the base are 3 vertical masts, each approx. 2 metres in height and spaced approx. 80 cm apart. The 3 masts lie in a NORTH/SOUTH plane, i.e. directly across the runway approach funnel, and each is surmounted by 2 parallel horizontal dipoles spaced approx. 40 cm apart. The upper dipole has a length of approx. 80 cm whilst the

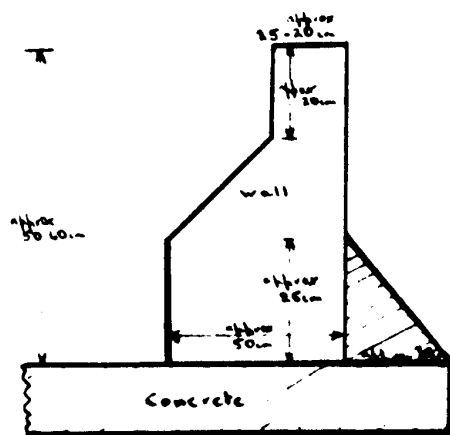
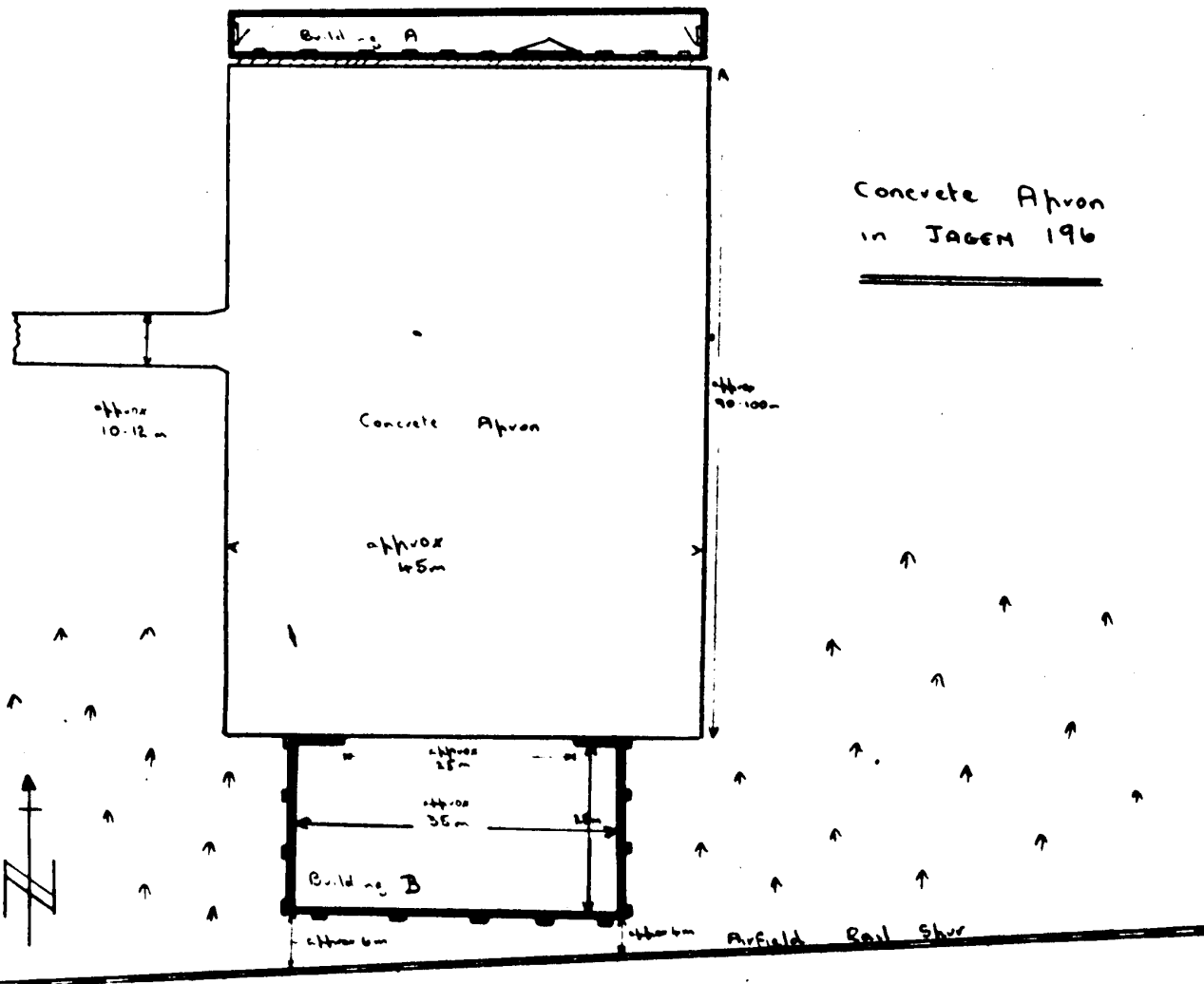
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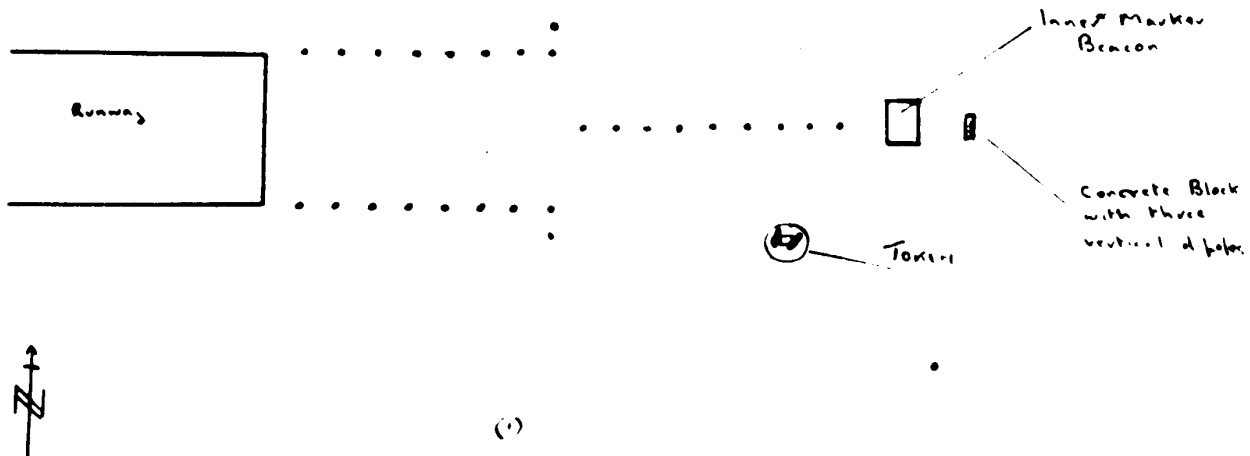
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APPENDIX "A"



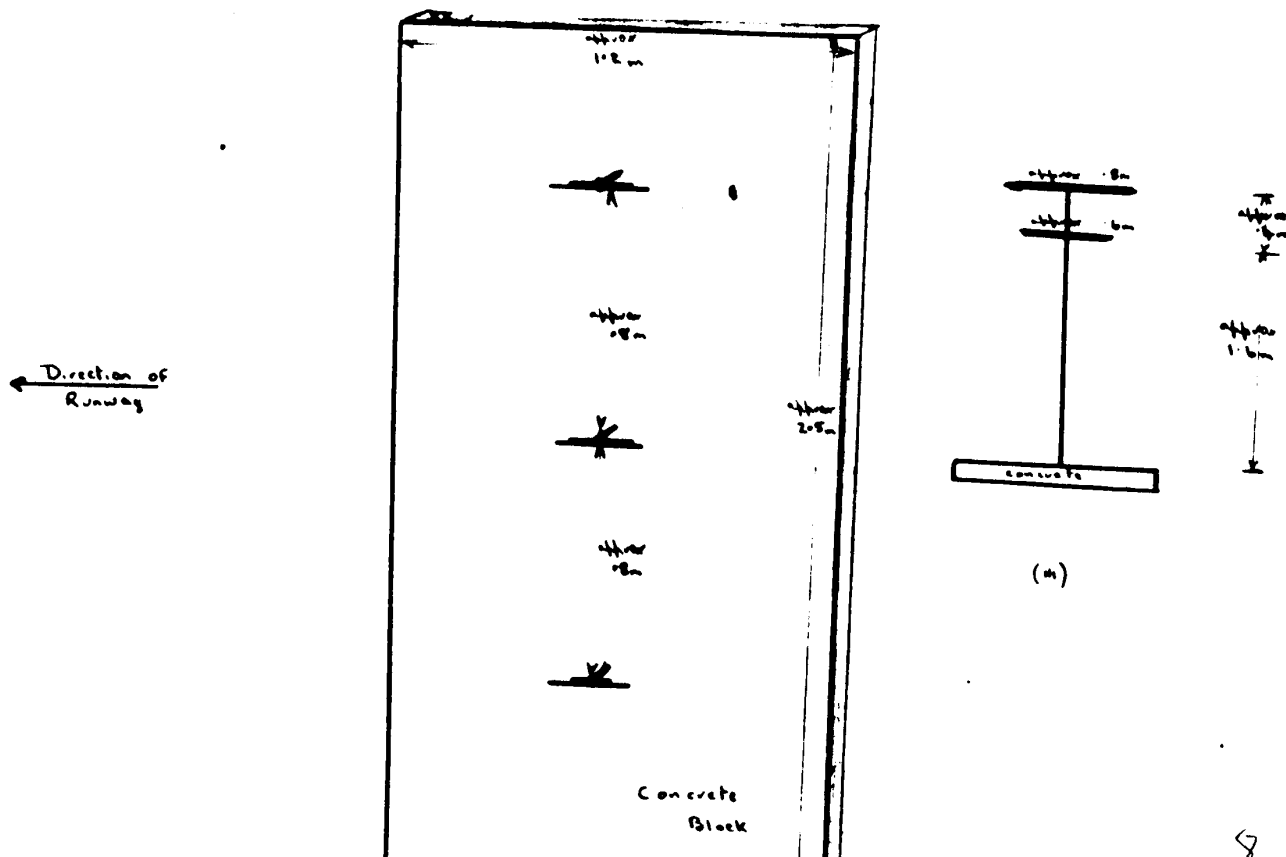
Section of concrete

APPENDIX B



Unknown Radio Array

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		An armed sentry was on
duty on the gangway		

4. No restriction was placed on crew members going ashore, but they were warned not to attempt to cross the hill at the rear of the loading jetty, as this is a restricted area.

there is a large air-base in this area

and this was the reason for the crew not being allowed there.

a number of aircraft were seen passing overhead. These were always flying at a great height

they were a silver colour, had four engines, and were of the twin-boom fuselage type similar to the American 'Lightning'.

On two occasions they were heard to pass through the sound barrier.

From the sound of the engines, all the aircraft were thought to be jets. The approximate position of the air-base is indicated on

the attached sketch map in Appendix "A".

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5. [REDACTED]

[REDACTED] The following Soviet Naval vessels were seen. Two submarines, one converted frigate, now used as a training ship, and one converted merchant vessel now used as a cable-layer. Positions occupied by these vessels are indicated on the attached sketch-plan. The submarine shown in the harbour was seen manoeuvring, and apparently undergoing trials. Descriptive sketch of the two submarines (which were identical) is attached as Appendix "B".

6. A large building programme is in progress on the eastern side of the harbour. It was not possible to see what type of construction is going on as visitors were not allowed in that area. A considerable amount of blasting was being carried out in connection with these activities.

7. A large construction project is in progress in connection with the building of new wharfs on the west side of the harbour, near the town of NAKHODKA. Local people said that this programme is due to be completed in about eighteen months, and there will then be sufficient wharfage space to accommodate thirty ocean-going ships at one time. The Russians made a point of explaining that NAKHODKA would no longer be used as a naval base and that all their naval vessels had been, or would be, transferred to VLADIVOSTOCK once the port of NAKHODKA was completed. Relative positions of the new wharfs mentioned above are shown in the attached sketch map : Appendix "A".

8. In addition to the wharfs mentioned above, a large number of godowns, of recent construction, are in evidence, and the railway system also appears to be in the process of being enlarged and extended. The whole port area is a hive of industry; construction of wharfs, godowns, railway tracks etc., is in progress. The new wharfs, warehouses etc., are all of solid concrete and the workmanship appears to be good. Many women are employed on the construction work.

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[redacted] the Russians [redacted] were, at all times friendly, and did not appear to be trying to hide anything. [redacted]

[redacted] the local 'Hall of Culture' which is approximately two miles distant from the dock area on the western side of the harbour. [redacted]

10. The majority of the inhabitants of NAKHODKA live in large modern tenement houses, well built and comfortable. Most of them are centrally heated with all modern conveniences. The apartments are furnished with heavy, but serviceable furniture. Tenants **pay a weekly rent, a form** of mortgage which, after a certain period, buys the apartment for the person occupying it. There are also smaller houses [redacted]

11. Most of the Russians [redacted] possessed radio sets, but these were all of the same make, and, from an inspection of them, it was obvious that they had fixed wave-bands which permitted the owners to listen only to Russian broadcasts. The population, as a whole, appeared to be well fed, happy and contented with their lot. At no time did anyone complain of the existing conditions. The only topic of conversation which appeared to excite the Russians was that of American policy. The local people have a genuine hatred of anything pertaining to America.

12. The average Russian appeared to have an avid interest in American and British magazines and pictorial publications. They will go to great lengths to obtain these. The women, in particular, are very keen on magazines containing fashion notes, cosmetic advertisements etc., and they appear to be envious of the fact that Western women can obtain these things in such short supply in Russia. The average dress worn by the Russian female is of very poor quality and of a style that went out of fashion in England around the late 1920's. [redacted]

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Sketch of Port of JMWILSON May 1956

(not to scale)

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SEA AREA

ENTRANCE
TO
HARBOR

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Appendix "A"

1. Wharf
2. Converted frigate training ship
3. Submarine
4. Submarine seen on trials here
5. Cable ship
6. Fernhurst
7. Construction area blasting taking place
8. Power station or similar building
9. Reported site of air base
- 10.)
- 11.) New wharfs and large warehouses construction work in progress.
12. Many old ships tied up in dilapidated condition. No sign of activity.
13. Palace of culture.
14. Hill

Att

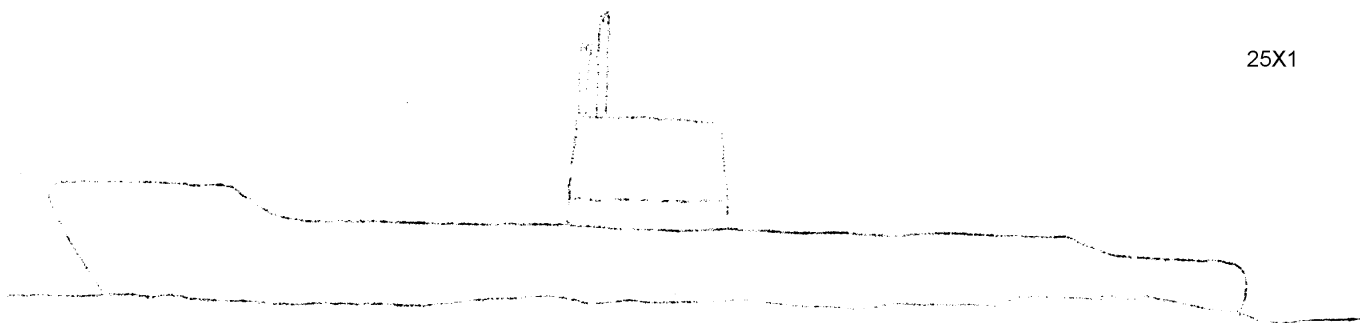
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Appendix "B"

Rough Sketch of Submarine seen in
Port of NAKHODKA 20/26.5.56.

(Not to scale)



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Identification: None visible.

Conning Tower: Nearly cylindrical in shape. About $1\frac{1}{2}$ times as high as the water-line depth of the ship.

Armament: None visible.

Special features: Hump-like shape of bows. Painted dark grey or black. No flag. Two tubes protruding from front of conning tower. Estimated length of ship 70/80 feet. Not streamlined and thought to be fairly old.

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